

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,361 tons Captain H. D. Jones.
 "POWAN" 2,318 " R. D. Thomas.
 "FATSHAN" 2,316 " W. A. Valentine.
 "HANKOW" 2,373 " C. V. Lloyd.
 "KINSHAN" 1,995 " J. J. Lottus.
 Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONGSHAN" 1,998 tons Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.
 Cheap Excursions on Sundays, per S.S. "Hosam" leaving Hongkong at 9 A.M., and returning from Macao at 7 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,19 tons Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD. CANTON-WUCHOW LINE.

S.S. "SAINAM" 388 tons Captain J. Wilcox.
 "NANNING" 569 " C. Butchart.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M. calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howick, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.
 FARES:—Canton to Wuchow Single \$15.00. Return \$25.00.
 Canton to Tak Hing Single \$25.00. Return \$40.00.
 Canton to Samshui Single \$7.50.

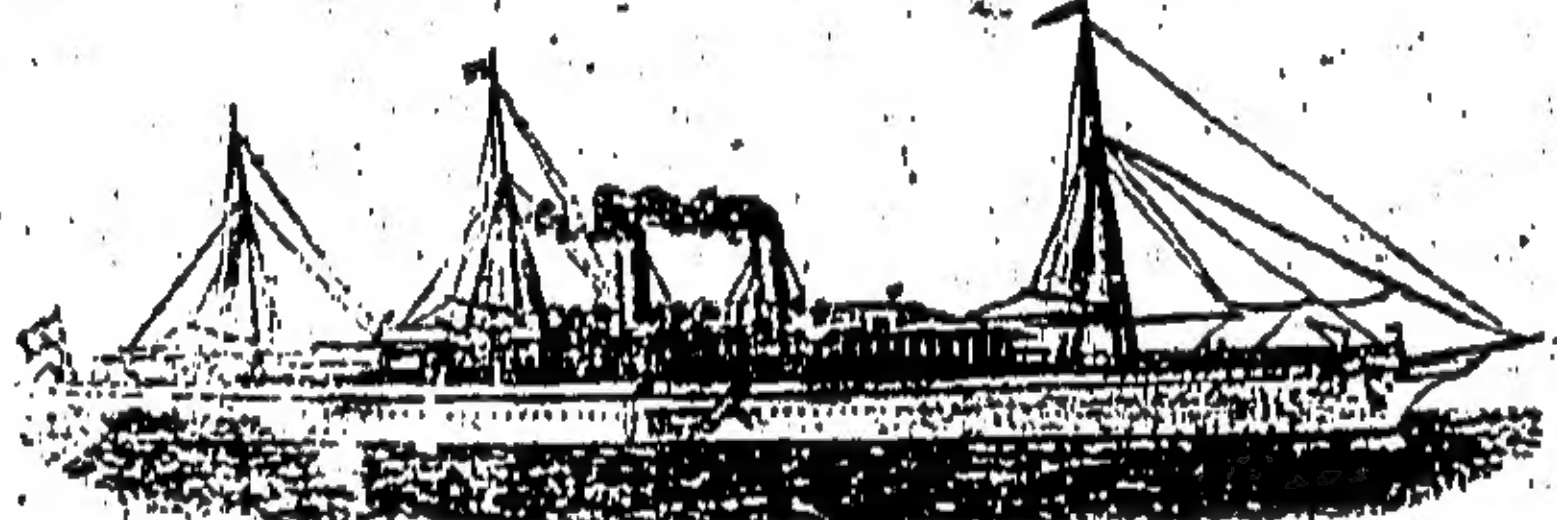
HONGKONG-WUCHOW LINE.

S.S. "LINTAN" Capt. B. Branch. S.S. "SANUI" Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiu-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.
 FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING" Capt. R. Biss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).
 FARES:—Hongkong to Kong Moon Single \$6.00.
 Hongkong to Kumchuk Single \$7.00.
 The above vessels have superior Saloons and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.
 Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 26th April, 1905.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 5 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF JAPAN" 6,000 Tons WEDNESDAY, 10th May.
 "ATHENIAN" 2,440 " WEDNESDAY, 24th May.
 "EMPERESS OF CHINA" 6,000 " WEDNESDAY, 31st May.
 "EMPERESS OF INDIA" 6,000 " WEDNESDAY, 21st June.
 "TARTAR" 4,475 " WEDNESDAY, 5th July.
 "EMPERESS OF JAPAN" 6,000 " WEDNESDAY, 19th July.
 Hongkong to London, 1st Class £42.
 Hongkong to London, Intermediate or 2nd Class £42.
 Steamers, and 1st Class Rail £42.

THE magnificent Twin-screw "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.
 R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all principal points and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.
 For further information, Maps, Guides, and Rates of Freight and Passage, apply to
 D. W. C. ADDOCK, Acting General Agent,
 9, Pedder's Street.
 Hongkong, 26th April, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LERON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NASSOVIA	HAYRE AND HAMBURG.	27th April.	Freight.
Canlany	(Calling at SINGAPORE & COCHIN).		
SERBIA	HAYRE AND HAMBURG.	30th April.	Freight.
Jacob	(Calling at S'PORE, PENANG & COLOMBO).		
SLAVONIA	HAYRE AND HAMBURG.	2nd May.	Freight and Passengers.
Maden	(Calling at S'PORE, PENANG & COLOMBO).		
SEGOVIA	HAYRE AND HAMBURG.	10th May.	Freight.
Schoenfeld	(Calling at S'PORE, PENANG & COLOMBO).		
SENEGAMBIA	HAYRE AND HAMBURG.	30th May.	Freight.
Jaburg	(Calling at S'PORE, PENANG & COLOMBO).		
C. FELD LAEISZ	HAYRE AND HAMBURG.	13th June.	Freight.
von Hoff	(Calling at S'PORE, PENANG & COLOMBO).		
BRISGAVIA	HAYRE AND HAMBURG.	27th June.	Freight.
Schmidt	(Calling at S'PORE, PENANG & COLOMBO).		
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.
Habel	with liberty to call at the Malabar coast.		

For further Particulars, apply to—
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 17, Queen's Buildings.
 Hongkong, 26th April, 1905.

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely true and perfectly harmonious, and produce a charming effect not attained by any other, as their competition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate, and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.
 N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERN	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
DARSTADT	WEDNESDAY, 5th July.
SCHARNHORST	WEDNESDAY, 19th July.
PRINZ HEINRICH	WEDNESDAY, 2nd August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 16th August.
PREUSSEN	WEDNESDAY, 30th August.
ROON	WEDNESDAY, 13th September.
BAVERN	WEDNESDAY, 27th September.
GNEISENAU	WEDNESDAY, 11th October.
PRINZESS ALICE	WEDNESDAY, 25th October.
SACHSEN	WEDNESDAY, 8th November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 22nd November.
PRINZ HEINRICH	WEDNESDAY, 6th December.
PRINZ HEINRICH	WEDNESDAY, 20th December.

ON WEDNESDAY, the 10th day of May, 1905, at Noon, the Steamship "PREUSSEN" of the NORDEUTSCHER LLOYD, Captain R. Dahl, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till Noon, on MONDAY, the 8th May. Cargo and Specie will be received on Board until 4 P.M., on TUESDAY, the 9th May, and Parcels will be received at the Agency Office until Noon, on TUESDAY, the 9th May.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,127	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship PRINZ WALDEMAR, Captain Woltemas, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT
 KOBE & YOKOHAMA PRINZ SEGISMUND TUESDAY, 9th May.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA BAYERN WEDNESDAY, 10th May.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ZIETEN WEDNESDAY, 24th May.
 KOBE & YOKOHAMA ZIETEN WEDNESDAY, 24th May.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 26th April, 1905.

JAVA-CHINA-JAPAN LINE. REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA PORTS	First half June	JAPAN VIA SHANGHAI	First half June
TJILATJAP	JAPAN	Second half May	JAVA PORTS	Second half May
TJIMAH	JAVA PORTS	Second half April	JAPAN VIA SHANGHAI	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.
 For Particulars of Freight and Passage, apply to

THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 375.
 ALEXANDRA BUILDINGS, 3rd Floor.
 Hongkong, 26th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAY.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.00 a.m. Every 10 minutes.
 9.00 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
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 6.30 p.m. to 7.00 p.m. Every 15 minutes.
 NIGHT CARS on Week Days.
 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.
 SUNDAYS.
 5.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 10.30 a.m. Every 30 minutes.
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Intimations.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

FURNISHING
DEPARTMENT,
(FIRST FLOOR BY LIFT.)

NOW ON SHOW.
A Splendid New Lot of
Pretty

LAMP
AND
**ELECTRIC-
LIGHT
SHADES.**

Highest Grade
obtainable.

**DAINTY
TEA COSIES.
CHIC
TABLE COVERS.**

**ELEGANT
LACE
BEDSPREADS**
with Pillow Shams
to match.

A Large Selection of
the Newest

**ART
CRETONNES
AND
SATEENS.**

**CUSHION
COVERS**
in large variety.

A range of Atkin's
Patent

**SAFETY
FILTERS.**

Newest Patent
WRINGERS
from \$8.50 to \$15 each.

INSPECTION INVITED.

WM. POWELL, Ltd.
HONGKONG.
Hongkong, 19th April, 1905.

Intimations.

SANITARY BOARD OFFICE,
HONGKONG.
TO THE OWNERS OF DOMESTIC
BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the CENTRAL DIVISION of the CITY OF VICTORIA and the WESTERN DIVISION of KAU-LUNG occupied by members of more than one family must be Cleaned and Lime-washed THROUGHOUT by the owner during the months of March and April.

N.B.—The word "Throughout" used in this notice means that the Houses should be Lime-washed in respect of all the Walls of each Room and Staircase, all Ceilings, Stair Casings and Slat Linings, all Ceilings and the Under-sides of Roofs both in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Back Yard should have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed but must be Cleaned.

The Central Division of the City lies between Gilman Street and Peel Street on the East and Tank Lane and Cleverly Street on the West. Kau-lung is divided into the Eastern and the Western Divisions by Robinson Road and a straight line drawn from the north end thereof through the Yau-ma-tei service reservoir to the northern boundary of Kau-lung.

G. N. ORME,
Secretary.
Dated this 31st day of March, 1905. [506]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS will be held in the CITY HALL, on SATURDAY, the 29th April, 1905, at 3.30 P.M.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, 14th April, 1905. [476]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per Cent. upon contributions for the year 1904 has been declared.

By Order of the Board,
C. MONTAGUE EDF,
Acting Secretary.
Hongkong, 13th April, 1905. [473]

THE YANGTSE INSURANCE

AN EXPERT TYPEWRITER. Good Salary to a Quick Worker.
JOHNSON, STOKES AND MASTER.
Hongkong, 31st March, 1905. [430]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. Co., BOSTON STEAMSHIP and TOWBOAT Co., OCEAN S.S. Co. and CHINA MUTUAL S.S. Co.

For further Particulars, apply at the Company's Local Branch Office in PRINCE BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,
Manager.
Hongkong, 27th March, 1905. [68]

EMPLOYE de commerce, âgé de 29 ans, de nationalité Suisse, ayant déjà occupé d'importantes fonctions dans des maisons de commerce, et fond de comptabilité est partie double, parlant couramment le Français, l'Allemand, le Hollandais, l'Italien et l'Anglais, désire une situation dans l'une des villes de la côte de Chine.

Trois bonnes références—Appointements de 5,000 dollars par an. Ecrire aux initiales L. V. au Journal "L'Opinion" de Saigon.
Saigon, le 2 Mars, 1905. [332]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new
TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN Pilsener BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46]

THE BALTIC FLEET.

The following is the composition of the Squadron—

BATTLESHIP.
Sisoi Veliki. Battleship, 8,800 tons, 16 knots.

CRUISERS.
Aurora, 1st class protected cruiser, 6,650 tons, 20 knots.

Almas, Protected cruiser, 3,375 tons, 16 knots. (Intended to be used as a yacht for the Viceroy of Russian China).

Admiral Nachimoff, Armoured cruiser, 8,000 tons, 19 knots.

Dmitri Donatoff, Armoured cruiser, 5,000 tons, 15 knots.

Isurmud, 2nd class protected cruiser, 3,100 tons, 24 knots.

Zemichug, 2nd class protected cruiser, 3,100 tons, 24 knots.

Oleg, 1st class protected cruiser, 6,675 tons, 23 knots.

Russ, cruiser yacht presented to Russian navy by Count Stroganoff.

CONVERTED CRUISERS.
Furst Bismarck, Hamburg-American liner, 10,500 tons, 19 knots.

Augusta Victoria, Hamburg-American liner, 10,300 tons, 19 knots.

Kaiserin Maria Theresia, North German Lloyd, 8,300 tons, 20 knots.

Kaiser Friedrich, North German Lloyd, 12,500 tons, 19 knots.

Rion, (formerly Smolensk) Russian Volunteer Fleet, 12,000 tons, 20 knots.

Destroyers, Seven.

NON-COMBATANT VESSELS.
(Under Russian Commercial Flag.)
Orel, (Hospital ship) Russian Volunteer Fleet, 10,000 tons, 19 knots.

Jaroslavl, Russian Volunteer Fleet, 8,600 tons, 15 knots.

Kiel, Russian Volunteer Fleet, 10,500 tons, 13 knots.

Tambov, Russian Volunteer Fleet, 8,600 tons, 12 knots.

Veronej, Russian Volunteer Fleet, 10,000 tons, 13 knots.

Vladimir, Russian Volunteer Fleet, 10,000 tons, 13 knots.

Jupiter Russian S.S. Navigation Co., 4,000 tons, 13 knots.

Mercury, Russian S.S. Navigation Co., 4,000 tons, 13 knots.

Meteor, Russian S.S. Navigation Co., 4,200 tons, 13 knots.

Korea, East Asiatic S. N. Co., 5,200 tons, 14 knots.

Kital, East Asiatic S. N. Co., 4,600 tons, 13 knots.

Kniaz Gortchakoff, North Baltic S.S. Co., 3,300 tons, 12 knots.

Chartered Colliers, Fifteen.
Salvage Ship, one.

"POLICEMAN X."

BY HAROLD BLIND.

"Pluck, eh?" said the captain, lighting a cigar. "Pluck! . . . Whisky? No, thanks, no just yet! . . . You don't remember the wheel-barrow riots in Shanghai, do you? Well, all happened so suddenly that nobody was ready for them, the brutes! and they made hay of a lot of stores on the other side of the bridge leading to the French settlement, and generally played Haddis till the Volunteers were turned out; then . . . but that comes later on."

"There was a Sikh mounted policeman at the bridge; he was one of the finest chaps I've seen. He noticed that things weren't as quiet as usual on the Chinese side, so he found a constable, and sent him back to report the disturbance. Then he waited, a solitary accoutred figure, in the middle of the bridge."

"Suddenly a carriage with two of the prettiest girls in Shanghai turned into the road. They had been driving outside the town, and were coming home to tea, poor things! Next minute a crowd of Chinkies poured out of a side alley in front of it, and the following mob came into the main road behind. They were mostly armed with long, heavy bamboo, and were mad with drugs and all the devilments they'd been up to. They closed round the carriage, shouting and gesticulating. There were hundreds of them, and every house and alley was pouring out fresh batches."

"The Sikh dug in his spurs, drew his sabre, and charged. A dozen shots scattered round him; then, with a shout, he sent the leaders spinning to right and left. A few seconds' breathless work—not with the sabre—and he reached the carriage; one native policeman against a thousand Chinkies. Yellow hands were clutching the girls; as the mob fell back before his charge, the plunging horses broke away and overturned the carriage against the corner of a house. Headless of the long bamboo that hissed and whistled round him he drove his rearing, snorting horse toward the wrecked landau. Some devil thrust a long knife into the poor beast's side with a scream of pain and terror it reared, and fell backwards just as he peered the girls. "Back to the wall! Back!" he shouted, sliding clear of the saddle.

"In the little corner formed by the angle of the wall and the back of the smashed carriage the ladies crouched. Before them the tall, bearded trooper stood at bay; his eyes blazing, and the shout of battle on his lips. swung the long sabre, red to the hilt, while the obscene mob taved and jabbered round him with horrible cries, not daring to face the singing sweep of the terrible blade."

"A Chinaman dashed in under the Sikh's guard, the sabre cut deep into his shaven skull; but a bamboo crashed dully on the trooper's head; he stumbled forward. Springing erect, he wrenched the sword from the wound, blood pouring down his wild black hair, and into his eyes. The mob ceased."

"Across the bridge the French settlement lay quiet and orderly in the sun. The face of the poor girl was a certainty, to-day something happened."

"An English inspector of police passed a moment on the dusty road. He saw the

wrecked carriage, a cluster of English dresses, and the Sikh disappear. He didn't think; he swung, and charged the mob, on foot, with a swagger stick. He cut a path to the ladies, slashing with the case and striking with his fist. The mob gave way before him. A rioter had seized one of the screaming girls by the hair, as he bent her head back he held the Sikh's sabre poised for the stroke, while another devil tore the thin summer dress from her neck and shoulders in spite of her clinging hands."

"The inspector slashed the Chinaman across the face, wrenched the sword from him, and cut him down. The ladies were still safe."

"He attacked the mob furiously, sobbing 'Yes—swish!' as he felt the weapon check for an instant and blue deep, again and again. He kept them off for hours—the girls said—as they clung to each other and saw their one protector standing up to hundreds of blood-thirsty fanatics; and although the Chinamen came on fiercely enough now, he seemed to bear a charmed life. "At last they heard a clear, resonant bugling; it was the "Double" bringing up the Volunteers. The mob rushed in, altogether, and the gallant inspector went down under the mere weight of it. Miss — felt herself seized and dragged roughly to her feet; she saw a line of white helmets and red tunics on the bridge, then a reeking yellow face was thrust into hers, and she fainted."

The captain paused. Our host attentively poured out a libation of whisky and pushed the siphon across the table.

"Well!" said the captain, as the soda sizzled into the tumbler, "my leading section halted, and the sergeant promptly fired volleys without further orders. The flashes were bright orange in the gathering dusk. A howl of rage and execration rose from the mob. I saw the inspector go under in a sea of bamboos, and knives, and arms. The houses had been fired, and the smoke went up in slow, black, slanting columns, and no flames showed. I caught sight of a woman's face turned towards me. Then I was swept away by my company, coming shooting down the approach of the bridge at any charge. The mob fought fiercely for a few moments, and then broke for the side streets. We found Miss — fainted, and the other girl with her eyes wide with terror and laughing hysterically. We smashed down a door and carried them into the house until medical help could arrive. Then I hurried out into the emptying street; my men were busy a little higher up, and some had turned down the alleys. Chinkies were littered about everywhere. Suddenly a troop of the Light Horse swooped out of a by-road, scattering a sullen crowd. Smiling and thrusting they broke ranks in the main road and rode down individuals. Their blood was up and there was no stopping them. My company had entirely disappeared, so I went back to the house where I'd left a non-com, and six men in charge of the ladies. A doctor had come and brought two 'rickshaws. I took my chaps and we went and had a look at the carriage; there were quite a dozen Chinkies lying heaped in a rough semi-circle, and the Sikh was on a little pile just inside. He was badly mauled and . . ."

"The little clock on the mantelpiece chimed the half hour. The captain pulled out his watch.

"By Jove! . . . How long does it take to get to the station?" he asked.

"Not long! I'll go and call a cab!" said our host, opening the door.

"But the Sikh and the inspector?" we asked.

"Oh! they both got all right, in fact the inspector wasn't much hurt, and he'd gone off with the troops. . . . Might give me a lift on? . . . Thanks! . . . of course, the Sikh. Ah! there's my cab! . . . Good-night!"

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	100 to 7/16
Do. demand	100 to 1/10 1/2
Do. 4 months sight	100 to 1/10 1/4
France—Bank T.T.	235
America—Bank T.T.	451
Germany—Bank T.T.	1,914
India T.T.	1404
Do. demand	1404
Shanghai—Bank T.T.	717
Japan—Bank T.T.	914
Java—Bank T.T.	1214
4 months sight L/C.	1/10 1/2
6 months sight L/C.	1/10 1/4
30 days sight San Francisco & New York	461
4 months sight do.	461
30 days sight Sydney and Melbourne	4/11
4 months sight France	230
4 months sight do.	244
4 months sight Germany	1,96
Bar Silver	26 7/16
Bank of England rate	21 1/2

OPUM QUOTATIONS.

Today's quotations are as follows:—	Per picul.
Malay New	1,140
Old	1,180
Older	1,250
Oldest	1,330
Patna New	1,180
Patna Old	1,155
Patna (Paper)	750/910

**SAVARESSÉ'S
SANDAL
CAPSULES.**

Efficiently treat all diseases of the urinary tract, such as Gleet, Catarrh, Stricture, etc. Full directions in all languages. Sole Importers, Messrs. J. W. & Co., Ltd., Hongkong.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions from E. H. HINDS, Esq., to sell by PUBLIC AUCTION,

ON FRIDAY, the 28th April, 1905, at 2 P.M., within his residence, "Glenahiel," The Peak, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE,

Comprising—
TEAKWOOD EXTENSION DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, DINNER WAGGONS, CANTON CARVED BLACKWOOD CABINET TEA TABLES, MARBLE-TOP BLACKWOOD TABLE, STEEL ENGRAVINGS, JAPANESE SCREENS, DOUBLE and SINGLE BRASS-FOUNDED BEDSTEADS with WIRE and HAIR MATTRESSES, MARBLE-TOP WASHSTANDS, and BUREAU with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with GLASS, &c., &c., &c.

One COTTAGE PIANO, by M. F. Rachal & Co., Hamburg. One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London.

A Large Assortment of PLANTS in Pots. Catalogues will be issued.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 15th April, 1905. [477]

One COTTAGE PIANO, by M. F. Rachal & Co., Hamburg. One LADY'S and One GENT'S BICYCLES, One Eastman-Kodak CAMERA and a number of Scientific BOOKS, One IRON SAFE by Harris, Goodwin & Co., Birmingham and London.

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Auctioneers.
Hongkong, 15th April, 1905. [477]

Intimations.

S. MOUTRIE & CO., LD.
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second hand Pianos from \$200 upwards, and 6 written guarantees for a test period of TWO Years given for each instrument.

A large consignment of records at the low figure of \$1.80 each, 5's, on wholesale order.

The largest and most varied Stock of Music in China. Inspection solicited. Our workmen are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 14th March, 1905. [505]

THIS DWARF RAZOR has superseded the old fashioned clumsy Razor and by its use, Shaving becomes a pleasure. It is manufactured in Sheffield, England, from a special amalgam of steel which makes imitation impossible, and in consequence it enjoys the largest sale of any Razor in the World. Thousands of Testimonials testify that the little "MAB" is the finest shaving implement ever produced.

Will be mailed to any address on receipt of the price (\$2), post free.

To be obtained from THE MUTUAL STORES, WATKINS, LIMITED, and all first-class stores in the Colony.

Sole Agents for Far East, HOWARD & Co., 29, Des Vaux Road, Central, Hongkong. Agents wanted in every port.

For particulars and terms, apply to—
HOWARD & Co.

Hongkong, 24th November, 1904. [63]

ESPECIAL OLD TOM GIN.
Marshall and
Elvy's.

DOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vaux Road.

Hongkong, 11th May, 1904. [53]

THE WINE GROWERS-
SUPPLY CO.

Barretto & Co.,
General Agents, Hongkong.

Estimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY
OF
GREAT AGE
MATURE,
MELLOW
AND
FINE FLAVOUR.

A Blend of the Finest Pure Malt
Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED,

Hongkong, 1st April, 1905.

THERE IS ONLY ONE

CLUB No. 1

WHISKY SOLD IN THE COLONY.

WE CALL IT **NO. 1** BECAUSE

IT IS SO IN EVERY RESPECT.

IT IS OF GREAT AGE,

MATURED IN SHERRY CASKS,

MELLOW, SLIGHTLY SMOKY

AND DISTILLED FROM PURE MALT,

BESIDES,

IT IS BOTTLED AT HOME

BY THE DISTILLERS.

DO NOT FORGET

WHAT THIS MEANS.

\$18.00 PER DOZ.

GREGOR & Co.

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

Hongkong, 24th April, 1905.

NOTICE.
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hoong Road, and should be accompanied by the Writer's Name and Address.
Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.
SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$50 per annum.
WEEKLY—\$15 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged in postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.
Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On April 19th, at "F. Fry Glen" River Valley Road, Singapore, the wife of F. KRAKUP of a daughter.

MARRIAGE.

EDWARDS BAIN.—On the 26th inst., at St. John's Cathedral, Hongkong, by the Right Rev. the Bishop of Victoria, assisted by the Rev. F. T. Johnson, M.A., GILBERT HAMILTON, eldest son of the Rev. Gilbert Edwards, M.A., of Gl. Hasley, Oxon; to FLORENCE MABEL, daughter of George Murray Bain, Esq., Hongkong. [513]

DEATH.

On the 23rd instant, at Marseilles, J. L. HOUSTON. Aged 50. [511]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 26, 1905.

THE Pirat Pioneer gives currency to a report that it is possible Mr. W. C. Cavan, who was for over a year in Hongkong, may be transferred to the Police Department to be at the head of the Criminal Investigation Bureau.

THE reason for the withdrawal of the German banks from the Japanese loan negotiations is stated to be their inability to come to an agreement with the Hongkong and Shanghai Bank as to their share of the underwriters' profits.

THE following is the return of visitors to the City Hall Library and Museum for the week ending the 23rd April, 1905.

	Library	Museum
Non-Chinese	193	68
Chinese	95	1,421
Total	388	1,489

THE Mitsui Bussan Kaisha forward us copies of the 45th annual report for the year ending the 31st December, 1904, of the Tokio Marine Insurance Company, Ltd. of Tokyo, which they are representing in this port. Attention is drawn to the fact that the Company transacts Marine Insurance Business only and also that its surplus funds now stand at Yen 2,500,000.

Mr. John Elbert Wilkie, the Chief of the United States Secret Service, and one of the most eminent national detectives in the world, is going to the Philippines. He has sailed already for Manila. Chief Wilkie goes at the request of the Secretary of War to investigate the actions of counterfeiter in the islands. It is said that since the currency has gone into effect, there have been many counterfeiters of the bills in circulation.

THE report on the working of the Singapore Supreme Court last year shows a decrease in the number of persons tried at the Assizes compared with the previous year, but on the civil side shows a marked increase in the number of suits and small causes, and generally in the civil business of the Court. The Registrar is unable to assign any cause for this except the one suggested in his last report, namely, illness of trade.

THE Pearl Fishery of 1905 is fast drawing to a close. It has now lasted thirty-five days, during which some 72,000,000 oysters have been fished. The prices obtained have been very satisfactory and the Government coffers have been enriched by some \$2,322,000. The total quantity of oysters fished up to date is some 61 millions below the estimate. The full month will doubtless be reached before the close of what is considered the record fishery.

A recent statistical statement issued by Messrs. Gow, Wilson, and Staton, it is shown that the total exports of tea from Ceylon to the principal, if not all, parts of the world during 1904 were \$8,052,063, as compared with \$11,120,000 in the previous year, 1899, 1901, 1902, and 1903, 1904, 1905. These figures show a remarkable increase in the shipments of tea in the short space of four years, marred only by one drawback—the sudden falling off in the exportation of green tea from the island.

THE circumstantial statement that Great Britain and China are to exercise a joint protectorate over Tibet is declared by Sir Ernest Satow and H.E. Wu Ting-fang to be "a pure invention conceived and circulated by the Russian agency in Shanghai which makes the fabrication of falsehoods its chief business. We do not imagine," says the *Japan Daily Mail* of the 15th, "that either Sir Ernest or Mr. Wu would use language, but they certainly seem to have denounced, as it deserves to be denounced, the Shanghai factory of falsehoods."

MESSRS. Samuel, Samuel, & Co. have subscribed to the fourth domestic loan through the Yokohama Specie Bank to the amount of five million yen at the price of ninety-one yen. But after the closing of the subscription list, says the *Japan Advertiser*, the Company received large orders from London, so the firm is reported to have nearly concluded an agreement to purchase from the Bank of Formosa ten million yen's worth of the bonds, which the Bank subscribed at ninety yen and ten sen. The Company is also reported to be making further efforts to purchase more bonds.

THE following telegraphic information dated the 16th inst. has been received from the Sumatra Director and Manager of the Maatschappij tot Mijn-Bosch-en-Landbouwexploitatie in Langkat, Ld.—

	Gillons.
Daily aggregate output of Crude Petroleum	80,000
Crude Petroleum in Tanks at date	310,000

Kerosine made since the date of the preceding half-monthly telegram ... 80,000
Kerosine shipped since the date of the preceding half-monthly telegram ... 21,000
Kerosine in stock at Refinery at date ... 110,000

Mr. John Hay, the American Secretary of State, who has sailed from New York to recuperate on the Mediterranean shores, is, of course, well known in London, where he was American Ambassador in 1897-8. As a writer, Mr. Hay is chiefly known as the author of "Little Breaches" and "Jim Bludie," two of the racy Pike County Ballads. A curious story is told about these "political" efforts. In the days when he was on the New York "Tribune" with Mr. Whitelaw Reid (who, by the way, he has recently been the means of appointing to the London Embassy) as his proprietor, Mr. Hay one night showed his chief some verses. "I don't suppose you can use them," he said, "but you might like to look over them." Mr. Reid saw them in proof and was astonished, as well he might be, for they were "Little Breaches" and "Jim Bludie" published then they "caught on" to such an extent that the paper could hardly be printed fast enough to supply the popular demand.

PROMISSORY NOTE CASE.

At the Supreme Court this morning, before the Puisne Judge (His Honour T. Sercombe Smith), *Li Fung Man* sued *Tam Chak U* and *Tam Sun Ling* for \$1,000 due on a promissory note dated 20th July, 1904, given by the first defendant to the last Fong Bank and signed by the second defendant as surety and endorsed to the plaintiff on the bank.

Mr. C. E. H. Beavis appeared for the plaintiff and Mr. F. X. d'Almeida Castro represented the defendants.

Mr. Beavis explained that the defendants were sued as endorser of the promissory note, and as he understood it, the only point which Mr. d'Almeida raised was that the document was not a promissory note it was not negotiable. If his Lordship found that it was a promissory note, Mr. d'Almeida was prepared to admit that his clients had no defence to the action.

Evidence was called and the Puisne Judge subsequently found for the plaintiff, and gave judgment accordingly.

SHIPPING TRISAN.

The British steamer *Oakley* has been definitely confiscated at Sasebo.

It is intimated for the information of coasting steamers and others that the lights displayed by the dredger *St. Dunstan* while at her station south of Lukusiao, moored head and stern, will be in future three white lights in the form of a triangle at the top of the ladder hoist, instead of the three vertical white lights previously shown.

The attention of the *Nagasaki Press* has been called by H.B.M.'s Consul to the fact that, at Sasebo, there is a Dockyard regulation by which application for admission must be made with 24 hours' notice by persons who may have occasion to enter the Dockyard precincts. As this regulation affects persons having business with the Prize Court the widest publicity is desirable in the interests of ship-owners and underwriters.

THE CREW OF THE S.S. "HARBARTON."

The *Japan Mail* states that the deadlock in the arrangements for the transference of the crew to England of the steamer *Harbarton*, the captured blockade runner, has been removed, and the men left Yokohama by the Ocean Steamship Company's steamer *Tyden* for Liverpool. The men had made a protest to the Captain that they would not adhere to their determination to contest the issue raised as to the payment of the wages, and representations were about to be made to the British Minister by a few of the more enthusiastic of them, but early on Monday cable instructions were received, and the men were summoned to the Consulate. They then signed off the articles to be paid their full wages up to the time of their arrival in England, and with a small advance, for necessities during the voyage; the men boarded the *Tyden* and left port as above stated.

SURVEY WORK IN THE INDIAN OCEAN.

H.M.S. *Sealark*, a yacht recently purchased by the Admiralty to carry out surveying, recently arrived in Colombo, under the command of Capt. B. T. Sammelville. The *Sealark* has for the last five months been in the Red Sea and round about Sumatra, carrying out surveying work. From Colombo she will convey a scientific party of the Royal Society, who are in charge of Professor Stanley Gardiner. They will carry out scientific operations on different banks in the Indian Ocean. In addition to this work the *Sealark* will carry on dredging operations and also do surveying work in the Indian Ocean. The places she will touch will include Diego Garcia, Mauritius and Seychelles and then return to Colombo. According to present arrangements, she will have to finish off her work in the Indian Ocean before the end of August, so as to be in Colombo in October and then start on the survey of the south coast of Ceylon. An officer on-board said that the work will last a considerable time. All depends on how the *Sealark* will behave. If there is no accident, the work could be done comparatively quickly. The Scientific party going from Colombo will only be Professor Stanley Gardiner and another, but some of the ship's men will help the party in the operations they are about to carry out on the banks in the Indian Ocean.

GERMAN STEAMSHIP TRADE TO EAST ASIA.

The Imperial Government has published the results of the German subsidised lines of steamers going from and to East Asia and Australia for the past year. Outward and homeward bound, the traffic amounts to 313,804 tons of a value of m. 345,053,000 against 311,558 tons of a value of m. 331,450,000 for the previous year. In addition, specie has been shipped to the amount of m. 73,500,000 against m. 20,200,000 for the year before. Outwards, the traffic amounted to 166,000 tons, at a value of m. 130,052,000 for the previous year, and homeward bound 147,714 tons, valued at m. 205,811,000, have been shipped, against 137,830 tons, valued at m. 200,708,000. The number of voyages have been 41 outwards, and 42 homeward, against 43 in each case for the previous year. The East Asiatic Line participated in the total traffic outwards, the homeward bound to the extent of 170,401 tons, valued at m. 237,600,000 (outwards 101,645 tons, value at m. 138,224,000). The passenger traffic was as follows:

	East Asia	Australia
1904-1905	1904-1905	1904-1905
Outward	9,689	7,513
Homeward	9,689	7,513
Total	19,378	15,026

A number of places at which tea is to be taken on its way to Pootchow are mentioned. According to the *Forchew Echo*, the culture of the mulberry has been going on with great success in Fokien, and is rapidly extending, two million shoots having just arrived from Kiating, which the factory were distributing to cultivators west of Pootchow city.

WEDDING AT THE CATHEDRAL.

EDWARDS-BAIN.

It is not often that such a pretty wedding takes place in the Colony as that which was solemnised in St. John's Cathedral this afternoon when Miss Florence Mabel Bain, daughter of Mr. G. Murray Bain, the proprietor of our evening contemporary, was married to Mr. C. H. Edwards, of Messrs. Butterfield and Swire. The church has been very tastefully decorated, the porch being a mass of palms and evergreens, while the chancel steps were banked with the same plants, the chancel itself being transformed into a perfect avenue of overhanging palms. The whole scheme of the decorations was green, there being no flowers used anywhere; the only touch of colour being that of the red carpet laid down from the west porch to the chancel steps. Both of the contracting parties are very popular in Hongkong and being members of the Cathedral Choir have made many friends among the musical profession, Miss Bain being frequently heard to great advantage at some of our best concerts. The service this afternoon was conducted by the Bishop of Victoria, assisted by the Chaplain, the Rev. F. T. Johnson, and was fully choral. The bridegroom was attended as best man by Captain W. Armstrong, while the Misses Edna Caldwell, Vida Gumble, and Peggy Gordon made very dainty "supporters" of the bride in their capacity of bridesmaids. They were dressed very prettily in frocks of white mousseline de soie trimmed with lace, and carried shepherd's crooks ornamented with blue silk streamers and forget-me-nots, and wore wreaths of that flower in their hair. They also wore very pretty pearl and gold heart brooches, the gifts of the bridegroom. The bride, who entered the crowded church leaning on the arm of her father, who gave her away, was most elegantly attired in a very handsome dress of ivory satin, with a court train some three yards in length, trimmed with chiffon and lace, and small bunches of orange blossom, which flower also formed a coronet over her long tulle veil. She carried a spray bouquet of stephanotis, tulle roses and maidenhair fern. The groomsmen were Messrs. W. Turner, W. Barrett, F. Bovey, and H. M. Bain (brother of the bride). As the bride entered the church Mr. E. J. Chapman, singing organist of St. John's Cathedral, played the hymn "The voice that breathed o'er Eden," which the congregation sang, and the ceremony over, and the register signed, the joyous chords of Mendelssohn's wedding march pealed forth, while the newly-wedded couple left the church. A reception was afterwards held at the residence of the bride's parents, in Conduit Road.

Mr. and Mrs. Edwards spend a brief honeymoon at Macao.

SEAMEN AND JAPAN.

AN IMPORTANT DECISION.

Before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, this morning, Robert Forsyth, master of the s.s. *Stichely* charged twenty-one members of the crew of the vessel with impeding the progress of the ship by refusing to proceed to sea, in the waters of this Colony on the 24th inst.

Robert Forsyth, master of the s.s. *Duchely*, said that on the 24th inst. at 7 p.m. in this port, when preparing to proceed to sea, members of the crew now in court, came aft in a body requesting to know the destination of the ship, as, if she was going to Japan, they refused to proceed in her, and on being informed that Nagasaki was the destination, they did, collectively and individually refuse to proceed in her, giving as a reason that Shanghai was the port they signed on for. Witness pointed out to them that they signed to Shanghai and not any other place within the limits of 75° N. and 65° S. By so refusing, the said members of the crew have prevented the clearing of the vessel when ready to proceed to sea. At 7.30 p.m. witness again sent the men aft and asked them to reconsider their refusal at the same time offering them a bonus of a full month's wages per man, so long as they delayed the ship, when they again refused to proceed in her. At 8 p.m. on the 25th inst. the aforesaid members of the crew were mustered and asked if they had stated that they thought there was danger of their being seized by Japanese or Russian vessels of war in the event of such happening, witness guaranteed indemnity to them for loss of personal effects, and secured their wages until they returned to the United Kingdom, if they would fulfil their agreement and proceed in the ship; they one and all refused to accept any such offer. The agreement was here produced. The charge affecting the case is as follows:—That the men agreed to proceed to any port or place within the limits of 75° N. and 65° S. commencing at Penang and proceeding thence to Shanghai and on any other port within the above limits.

Mr. Mick, counsel, called, said he signed on last February to proceed in the steamer *Stichely* from Penang to Shanghai, when the ship arrived at Durban he heard a rumour that the ship was going to Hongkong for coal, and on arriving there he went aft with

the other hands and asked where the ship was going to. The captain informed them that she was going to Nagasaki, and they then told him that they refused to go in her, because it was a dangerous thing to do, and might lose their lives.

The remainder of the crew said that the foregoing remarks expressed their own individual views, and that the reason for their refusal was that they were afraid to proceed.

By the Court, Captain Forsyth, recalled, said his cargo was shipped at Penang for Shanghai. When the agreement was signed and explained to the men, no questions were asked since no any trouble given by the men until the vessel arrived in this port.

By the Court, Mr. Mick, recalled, said that the rumours they heard at Durban about the ship going to Hongkong, for orders came from the chief officer. They were aware that Russia and Japan were at war, when they signed on the articles of agreement; they were also aware that coal was considered contraband of war by those countries. The captain gave them to understand that the coal would be discharged at Shanghai.

M. Helm, carpenter, said before signing on he asked the chief officer, with whom he had served before, if the ship was likely to go to Japan. He replied that if the vessel did go to Japan or Russia there would be no harm in so doing.

By the Court, He served in the *Stichely* on her last voyage when she made a similar trip to the coal then was discharged in Shanghai, and they then went on to Japan, and took in a cargo for the south from Japan.

His Worship, in summing up, said: There are three points of view affecting this case, which have to be taken into consideration. The first is that you deliberately signed articles to proceed to certain latitudes, which embraced both Asiatic-Russian and Japan ports at a time when you knew those countries were at war, and also when you must have been fully aware that your cargo, viz., coal, is regarded by both those countries as "conditional contraband" of war, and yet you wait until "measurable distance" of your final port of discharge, which you were also aware was in the Far East, to create difficulties, which have involved serious delay to your ship, and consequent loss to her owners. In knowledge also of the fact that similar difficulties had been created during some considerable period before you signed on, by other crews, yet you have deliberately chosen your own time to make representations on the subject now. Instead of the opportunity. I assign no reason for your act, beyond the statements you have made; but to show you the difficulties that sometimes occur in judging these cases I would point out that in one or two previous instances, where men have been similarly circumstanced, where they have signed that they were "put up jobs," before they signed on, with the intention of obtaining passage home, spent in idleness, and to sue the owners for full wages to the time they arrived in England. The second point requiring consideration is, how far owners can be expected to go, in having it stated on the agreement that their vessels are carrying contraband, for without some such statement, as such as you men have taken up, are rendered possible. An agreement to this effect in the ship's articles would condemn the cargo, if captured, without question, and running a contraband would have to be abandoned. If the reasoning powers of crews during the earlier stages of the war were at fault when signing on, it can hardly be contended that it is the case now—12 months later—when men must surely be aware what they are committing themselves to.

No conclusion, that I am aware of, has been come to in England as to how these cases should be treated, but the line I have consistently taken since the commencement of the war has been (and this is the third consideration I alluded to) what risk is likely to be encountered in the voyage between Hongkong and the port the steamer is at risk of capture and a persons danger to life may be reasonably thought to exist. I have not in spite of the foregoing considerations—executed the fulfilment of the agreement. On the other hand where no apparent risk can be shown I have endeavoured to point out to those concerned, and usually with success, that it is their duty to proceed otherwise they are liable to punishment. I have, however, one point unlike others I have dealt with, in your case, which has to be considered. If, as I have said, and I have the declaration before me that the coal your ship is carrying is not intended for either of the belligerent fleets, but is consigned to a firm in Nagasaki. Before coming to a decision I desire to give you men an opportunity to consider your positions from the standpoint I have placed before you with a view to affording you an opportunity of returning to your duty.

The Court then adjourned for an hour, and on resuming, His Worship said: If any of the men still refused to proceed in the ship they might "hold up their hands," when every man did so. His Worship addressing the men said: Although I have a statement before me to the effect that this coal is not intended for the use of either of the belligerent fleets, I have had to consider whether such statement would or would not be sufficient to prevent the ship's detention in the event of her capture, on the ground that such coal was being taken to a Japanese port. Such detention, until the case was tried by a Russian Prize Court might reasonably be said to involve risk and this being so, I am not prepared to insist that you men should proceed. On the other hand I am not going to allow you to sever your connection with your vessel, and have therefore made arrangements with Captain Forsyth that you will be maintained in the *Stichely* Home here until your vessel returns to this port (falling which other arrangements will be made for your future). The men were then instructed to go on board and collect their personal effects, and left the Court thanking His Worship.

SHIPPING AND MAILS.

MAILED FOR THE WEEK.
American (China) 2nd inst.
German (Pootchow) 1st prox.
Canadian (Pootchow) 1st prox.
Indian (Soolung) 2nd prox.
Indian (Kanton) 2nd prox.
The S.S. *Yamato* sailing from Calcutta and the Straits for Singapore for this port at noon on the 28th inst.
The *Yamato* sailing from Calcutta and the Straits for Singapore for this port at noon on the 28th inst.
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TELEGRAMS.

[Reuter's.]

The Resignation of M. Delcasse.

London, 24th April.

M. Delcasse has withdrawn his resignation, but he insists that he must be in complete harmony with the Cabinet on the subject of foreign policy. Satisfactory assurances have been given him to that effect.

Russian Admiral Ill.

It is stated in Saigon that Admiral Rozhdesvensky is suffering from dysentery.

Fleet Sails North.

News from Saigon, dated 24th inst., states that the Baltic fleet at Kamranh consisted of 53 ships including transports. The fleet has sailed north with 14 transports; the cruiser *Seidlitz* and the hospital ship *Orel* continue near Kamranh, but outside limits.

The French cruiser *Desbarres* has sailed for Haiphong where 20 warships were sighted.

SOME IMPRESSIONS OF THE FAR EAST.

A CHAT WITH A WELL-KNOWN AUTHOR.

MR. ARCHIBALD LITTLE IN COLOMBO.

Among those who quitted the other afternoon by the Hamburg-American Line steamer "Rhenania" are Mr. and Mrs. Archibald Little, who are well-known as author and authors of many interesting books on the Far East. Mr. Little touched here in 1899 on the old P. & O. steamer "Malabar", which was wrecked on Point de Galle in the following year, when Lord Elgin and Baron Gros, the British and French Ministers to China were on board; all the passengers were, of course, saved. Mr. and Mrs. Little are friends of Sir Henry and Lady Blake and their disappointment was very great at not being able to go up to Nuwara Elya to see their Excellencies owing to the steamer arrangements not suiting them. Mr. Little is the author of "Through the Yangtze Gorges," "Mount Omi and Beyond" and other books on China, while Mrs. Little has written "Intimate China," "The Land of the Blue Gown," besides several novels.

The forthcoming volume of Mr. Mackinder's Geographical series is by Mr. Archibald Little, and is entitled "The Geography of the Further East," and the book is now in the hands of the Clarendon Press.

In course of conversation with an *Independent* representative, last night, reports the *Ceylon Independent*, Mr. Little said that he has been in China since 1899 and has been taking a trip home every five or six years.

CHINA AND THE WAR.

Talking on Far Eastern affairs, Mr. Little said, "The war does not affect China at all and it has been rather beneficial to trade. Both the Japanese and Russians have spent large sums of money in the Chinese ports, Shanghai, Chifu and Tientsin, and at the Chinese Government has taken no part in the war, the profit to the Chinese has been very great, and the same remarks apply to the foreign merchants. Trade has been remarkably good and the demand for British manufactures has never been so great as it is at the present moment. As far as politics go everything is very quiet in China and promises steady progress and new projects for railways and mining enterprises which, when developed, will tend to an increase in the general trade. China, as you know, sympathizes with the Japanese in this war. No doubt it will end in the Japanese influence in China being paramount. Many Europeans living in China fear this result, but if it leads to a greater union among the European Powers, the possible drawback of the trade falling into the hands of the Japanese will be mitigated by the effect of such a union. So far everything points to the Japanese rigidly maintaining

in all the countries occupied by them, and there is no reason to suppose that they will go back on their engagement to keep the trade open on an equality to all nations. The Japanese are not likely to make peace until they can bring the Russians on their knees and so make it impossible for the Russians to simply make a truce and wait for a more favourable opportunity to re-commence the war. This danger the Japanese are determined to escape; consequently, my own impression is that we shall not see peace for some months to come. The Japanese will not give in until they attain their object and drive the Russians entirely out of Manchuria.

Since the fall of Port Arthur the streets in Shanghai have been crowded with Russians and although they are being shipped off by the Russian Consul there, as fast as steamer accommodation can be obtained, yet the number is so great that the streets have been crowded ever since the beginning of the year. The Russians seem fairly well off and were spending a good deal of money which they accumulated during the siege. Most of them are artisans, camp followers and tradesmen, who were now returning home.

RUSSIA DARE NOT MAKE PEACE.
Continuing, Mr. Little said that a correspondent of one of the Russian papers who was shut up in Port Arthur during the siege informed him that Russia dare not make peace. First, because she could not let her people know how badly she had been beaten, and secondly, because as soon as peace is signed there would be some fifty thousand prisoners to return to Russia, which is equivalent to fifty thousand revolutionaries.

Mr. and Mrs. Little go up to Kandy this morning and will visit the Botanical Gardens, returning to Colombo in the afternoon, when they will resume their voyage home, concludes the journal. They will return to China in the autumn via Aden, as Mr. Little has large mining interests there.

THE DANGERS OF BLOCKADE.

SEIZURE OF THE "HEATHCRUIK" AND HER CARGO.

The latest complication—and a very huge tangle it looks like, says the *Ceylon Independent* of the 17th inst.—is that of the *Heathcruik*, and speculation is rife as to what the upshot will be. The case is this: Certain steamers are fixed out nominally to Manila, Shanghai, and Amoy, the ultimate port really being Vladivostok, and apparently the owners run the war risk themselves; at any rate, that risk is not insured against. These steamers being heavily mortgaged, the mortgagee seizes not only them, but the rest of the fleet; and, in the case of steamers bound for Vladivostok, have stopped them, and are giving the merchants at home notice that one cargo will be landed at Colombo, from the steamer (*Heathcruik*) which is here at present; another at Manila; and the third at Amoy, the nominal destination. As to the latter steamer (*Heathcruik*) her cargo was on fire recently as reported in the columns of the *Independent*. The sale of her cargo has been recommended as the cheapest way out of the mess (that is of course, solely with regard to the fire). This may obviate the difficulty caused by the mortgage procedure in this case, but so far as the action generally is concerned, the complications that must ensue are immense, and are increased by the fact that the owners had nearly all the freights paid in advance. The general opinion is that the whole business is extremely involved, and will be most disastrous for all parties concerned. Already the merchants at home are beginning, it is said, to give notice that they will not charter steamers that have mortgages on them, and this gives rather a comical turn to the position, for where will they find such vessels? That merchants should have ever thought of such a thing is, perhaps, because they do not know that it is fashionable now-a-days to dub mortgages "debentures."

All probability the *Heathcruik's* coal will be sold in Colombo to satisfy the mortgagee's demands, but developments are watched with the keenest interest in shipping circles.

NAVAL NOTES.

Captain Hannah of the *s.s. Calcutta*, which arrived in port to-day from Singapore, reports that he sighted this morning about nine o'clock off Lintia Island three battleships and two cruisers, names unknown, but believed to be British.

Prince Louis of Battenberg has, a correspondent is assured, notwithstanding his pre-occupations in his present command, devised a remarkable improvement in the system of signalling in the British Navy. The system has been submitted to the experts of the service and declared to be infinitely beyond any system in existence in the European services. The American signalling service was thought to be the best in operation, but this is said to be far better. This, at all events, is the view of the British naval authorities.

NEW COTTON MILL.

FOR MESSRS. SASSOON.

On India, the 6th inst., a large gathering met at Chinchpook, India, to witness the opening ceremony of a new mill, called the Rachel Sassoon Mill, founded by Messrs. E. D. Sassoon and Co., the well-known mill proprietors of Bombay. Mr. Nathan, the Superintendent of the Mills in delivering his opening address congratulated the senior partner of the firm, Mr. Jacob Sassoon, upon his fresh venture in the field of mill industry, and after wishing the new mill every success made feeling reference to Mrs. Jacob Sassoon, after whom the mill had been named, who through ill-health was unable to be present. Mr. Jacob Sassoon, who, on rising to reply, was warmly applauded, rendered thanks for the kind references made to Mrs. Jacob Sassoon and for all the good wishes bestowed upon the new mill for its future success. Mr. Jacob Sassoon and party, amid renewed cheering and applause, drove off.

SIAM'S SUCCESS.

In these days the first and last sign of progress is to borrow, to it is easy to understand why the Royal Siamese Government at present Sterling loan received such a hearty welcome. The amount is a million, which is a very fair beginning, but Paris took one-half and of the balance only £350,000 was available for money-lenders here. It is understood that the applications reached eight millions in less than an hour, and the lists were then closed, sufficient evidence having been obtained that the Stock Exchange would take Siam to its bosom. The stock certainly looked cheap at 95; and it was promptly sent to a substantial premium. The P. M. *Gazette* is inclined to think that better terms might have been secured, but perhaps it is just as well for the Siamese that borrowing should not be made too easy. That would merely have encouraged extravagance.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory—

On the 26th at 11.55 a.m. The barometer is rising, over N. China and Japan, and falling slightly on the S.E. coast of China.

Pressure is again high over N. China, and gradient is increasing along the coast.

Fresh N.E. winds will probably set in again over the Formosa Channel, and moderate S.W. winds may be expected over the N. part of the China Sea.

Forecast: S. to E. winds, light to moderate, fair.

CANTONESE LOVE SONGS.

Translated, with introduction, by Cecil Clementi, M.A., late Demy of Magdalen College, Oxford, Member of the Land Court for the New Territories, Hongkong. At the Clarendon Press, Oxford, 1904.

"It was very pleasant to make all the ballads of a nation, he need not care who makes all the laws of a nation."—*Pitcher of Salina*.

It may well be that our opinion of the translation before us is not wholly unbiassed by Mr. Clementi's selection of this particular book to translate, to annotate and to expound in learned prolegomena.

We quarrel with no rising idiom for devoting attention to Cantonese character colloquial. That a Western student of a Chinese dialect, rich as Cantonese in entertaining and enlightening reading and affording as written Cantonese certainly does a wonderful work, is inclined to affirm an unique insight into native modes of thought and action, should be satisfied with the colloquial language of familiar conversation the verba usula, quotidianus, pedestris, vulgaris, rusticus, is little short of inexhaustible.

Mr. Clementi does well to treat seriously Cantonese colloquial studies. If he bent on prosecuting his researches vigorously and far, the field before him for exploitation is varied and extensive. Work such as he is capable of doing will point many to higher standards and less limited ambitions. We can not help wishing, however, that his painstaking and scholarly endeavour had been in another Cantonese colloquial channel. Our experience is that these Cantonese Love Songs are viewed with distrust and disfavor not only by the older and high officialdom, but also by another class that may properly claim to be heard on the question of their merits. The native moralists in China do not like song writers who devote their chief attention to Venus and Bacchus. *Quid nist cum multo Venere confundere vino*.

It must be admitted that licentiousness is more dangerous in proportion to the art and insinuating delicacy with which it is clothed.

The foreign dress of these songs is sufficiently trimmed with lace and embroidery. It is not an immodest or inelegant dress. Whether it is suitable and fitting is matter for the reader's taste.

That the songs have a wide popularity is most true and in our view the fact, admits of ready explanation. The elegant questions, the force of an allusion, derived from high sources never fail to delight the literary Chinese and to give a certain sanction to literature of the class to which this volume belongs. Where the quotations, allusions and references have the kind of setting that is here given them the fascination that they exercise well nigh becomes enchantment. Songs of love unfettered, classically flavoured and historically spiced may not be choice literature. There is, however, no mistaking the force of their appeal to certain aspects of human nature that are all too much in evidence in the gay and festive city of Canton.

In the volume of translation the notes explanatory of allusions and references occupy fifty pages. The student's attention is directed to sources and the information given will prove useful in matters more weighty than love songs.

As respects the problems raised by these songs and dealt with by the translator in his preface, view-point, will in nearly every instance determine judgment. The strength of latter-day Buddhist teaching as a means of consolation to oppressed and degraded womanhood we will not essay to gauge or measure. Let it be granted that Buddhism, as Chinese women know it, has craved to deny the permanence of individual life; that it has altered Nivana into a heaven of conscious bliss, that it has dropped its atheism and adopted a vitalism; that it no longer teaches the uselessness of prayer and that it does present a merciful deity as an object of worship. With all this the analysis of Buddhism as it appears in these songs leaves the humanitarian and philanthropist unconvinced of its sufficient worth. Longfellow calls "the marvellous heart of man."

Creeds are tested by lives, by the inspiration, guidance and direction they give to individuals and to society. The religion that does not secure for woman a higher place than she has attained in China cannot do all that is needed to set woman's heart at ease or to speak peace to her soul. Nor can we imagine the woman whose life is the theme of these songs, and whose environment they so vividly portray finding delight in a faith which at its best and under quite other conditions cannot impart into human lives, the joy of living.

Light shining within the recesses of a Chinese prison shows iniquitous cruelties that call to civilized humanity for redress. Light on the position of woman in China almost always means revealing the secrets of her prison-house, where man's humanity is seen in its more revealing aspects.

We will not carry further the comparison, which admits of being drawn in detail. We cannot have an exalted opinion of present-day Buddhism as a work-a-day faith. It is an inadequate basis of ethics, and a poor means of calming "the weary strife of frail humanity."

One or two observations on the place of song in Chinese life may fitly conclude this notice. That from the earliest times the Chinese have set a high value on songs as a means of education and especially of inculcating the virtues of industry, contentment and patriotism is clear from the frequency with which snatches of ancient song are introduced into the most esteemed classical literature.

How long and to what extent the Chinese have been the biggest appropriators of the songs of other nations is an interesting inquiry. There have labour songs that touch the heart and lend vigour to the arm of the toiler. Such labour songs form no mean contribution to public happiness.

What Dr. Johnson noticed in the Highlands has many a parallel in modern China. "The strokes of the sickle were timed by the modulation of the harvest song in which all their voices were united. They accompany every action which can be done in equal time with an appropriate strain which they say has not much meaning but its effects are regularly and cheerfulness." Boatmen working against the rapids on the rivers of China do precisely after the manner here described.

Songs written and written must enter into any complete picture of Chinese manners. So true is this that native newspapers published in Hongkong are occasionally seen to summarize narrative, news and incident under the heading Canton Songs or information in rhyme.

Mr. Clementi's skill, energy and taste might be used to advantage in compiling an anthology of Chinese songs with translations prolegomena, notes and indexes. Such a work would certainly have a charm of variety which the *Cantonese Love Songs* seems to lack.

A collection of ballads may properly include a few specimens of the fine large variety of insect, from a habitat, not of the clearest and most inviting. Too many of these one kind would put us out of conceit with the instructive and laudable pursuit of the collector.

In Cantonese songs, as in other, hidden Chinese the Western reader likes more "sorts and kinds."

RAUB REPORT.

The Manager's mine report for four weeks ending March 25th, to the chairman and directors of the Raub Australian Gold Mining Co., is as follows—

I beg to submit my monthly report on your mining and milling operations.

The Mine measurements and assay results of prospecting work show a total of 6954 ft. for the period (4 weeks) under review, made up of 709 sinking, 94 driving, and 531 cross-cutting, as against a total of 324 ft. for the previous four weeks.

MINES.
Dukit Komau, 410 ft. Level, South Drive.—This has been advanced 8 ft., bringing the total to 27 ft. The lode is 37 in. wide and worth 1 dw.

At about 20 ft. from the cross-cut, a small branch passed into the wall; this was followed for 5 ft. where it disappeared.

410 ft. Level, North Drive.—To this has been added 21 ft., making a total of 53 ft. The disturbance referred to in last report continues. The footwall formation averages 20 in. wide, and worth 3/4 dw. The drive is now being turned to the footwall.

340 ft. Level, North Drive.—This has been advanced 26 ft., bringing the total to 398 ft. The lode averages 108 in. and worth 24 dw., and now shows signs of narrowing, which corresponds with what happened in the level above, about this distance from the shaft.

340 Level, North Drive, No. 1 Winze.—This has been sunk 18 ft., making the total depth sunk 69 ft.

The lode, 48 in. wide, assaying 24 dw., is now passing into the footwall. To facilitate sinking, the winze is being kept vertical, chiefly because of the water we have to contend with.

At 15 ft. a cross-cut has been put off, cutting through to the footwall of the lode, and showing a further width of 71 in., assaying 24 dw.

340 Level, South Drive.—Here 1 ft. has been driven, making a total of 350 ft. The lode 36 in. wide, is worth 1 dw.

340 Level, South, No. 1 Winze.—This has been sunk 15 ft., and is now 93 ft. deep. The depth is sufficient to connect with the 440 ft. when it is so far advanced, so sinking has been stopped.

At about 80 ft. the lode again came in, and continued to the bottom, average 30 in. wide, and worth 2 dw.

140 Level North, Drive south on Branch.—This has been extended 6 ft., bringing the total to 91 ft. The lode 6 in. wide is worth 7 dw.

140 Level North, Sinking pass.—This having been sunk a further 7 ft. now totals 15 ft. and has been connected to the pass from below.

140 Level South, Extension of Main Cross-cut from the South Shaft.—This has been advanced 42 ft., making a total of 278 ft. from the Shaft.

Cross-cutting for Slope Filling.—137 ft. of this work has been done.

Slopes.—The Mill has been supplied from the following—

Above the 340 level, 2 slopes, lode 109 in. wide, worth 3 dw.

About the 240 level, 4 slopes; lode 68 in. wide, and worth 4 dw.

About the 200 level, 1 slope; lode 105 in. wide, and worth 3 dw.

Above the 140 level, 1 slope; lode 16 in. wide, and worth 7 dw.

STOPE MINE.
Main Cross-cut West.—This has been extended 72 ft., bringing the total to 81 ft. Some small bunches of mixed quartz matter have been passed through but of no importance.

Surface prospecting in the district of this Mine has been carried on in two places.

At about 800 ft. North East of the shaft on the outcrop of the East Lode, panning from which have given very good results, a small winze has been sunk 33 ft. on the west side of the lode but this we have been obliged to abandon because of the water and soft nature of the clay. Efforts, however, are now being made to expose the lode from surface.

The second place is about 500 ft. south of the Stope shaft, and on the line of the main lode. Here the results are most encouraging. The outcrop is exposed for 6 ft., and the one cutting made through it shows a lode 84 in. wide, and pass 6 dw. Further work is being carried out, and preparations made for taking this stone to the Mill. This lode is no doubt a part of the main lode, the extension of which we expect to strike in Stope cross-cut.

BUKIT MALACCA.
No. 2 Level, Drive south.—This has been driven a further 12 ft., making an aggregate of 24 ft., and having passed the 1 ft. of the Ore shoot, is now stopped. All work in the mine is suspended waiting the completion of the railway, when we shall remove the stone already broken, and proceed with other work.

The railway will be finished in about another two weeks.

In the hill immediately north of this property, and south of Sungai Argus, two crosscuts are being put in to prove this section. The No. 1 has covered 170 ft., and No. 2, 84 ft. Some small seams and bunches have been driven through, but of no value.

The Huntingdon Mills, since the arrival of renewals, have worked fairly continuously. All other machinery has been thoroughly overhauled.

Mill run as follows—
No. 1 Mill 22 days. Crushing 1,412 tons and 133,425 lb. of bullion having a fineness of 849.6.
Average yield per ton of bullion 1.73 dw.
Dukit Komau Milling Returns for Month ending 25th March.—Stamps working 4 x Period of working 38 days; less lost time 43 hours 4 mins., mainly due to breaking of protection wire on main cable line, clean up and repairs.
One milled—3,267 tons, including 25 tons of old blanchings.
Amalgam yield 1,692.75 ozs., producing 559.04 ozs. melted gold, having a fineness of 921.42.
Bullion yield—37 dw. per ton milled.
W. H. MARTIN,
General Manager.

THE "SULLY."

"Sticking" details in connection with the grounding of the *Sully* were sent home from Indo-China. The report says, "An officer states the cruisers *Sully*, *D'Almeida*, and *Guyard* were in the Bay of Alogh; and the *Sully* proceeded some distance up the coast for torpedo practice.

About three o'clock the *D'Almeida* received a wireless telegram from the *Sully*. "We are sinking. Send immediate help—immediate help—help—help," the last word being continuously wired.

Thinking it was an exercise in signalling, no notice was taken on the *D'Almeida* for an hour. The commander then communicated with the *Guyard*, and was instructed to have steam got up and go in search of the *Sully*.

FELL IN WITH THE LOATS.
It was getting dark when they started, and half an hour later they fell in with a number of the boats and junk containing members of the *Sully's* crew, who stated that their ship was wrecked 13 miles away, and as she had sunk by the head, and the position of the crew was perilous, it was urgent to rescue them.

The *Guyard* found the wrecked cruiser with the fore part under water, having struck on a coral reef which was uncharted. She carried 1,200 crew, and as the crush of water had been so rapid that the water-tight compartments had to be closed at once, it was at first thought that some of the engineering staff who were missing had been drowned.

By ten o'clock at night, however, the whole 1,200 were safely accounted for by the discovery of other boats.

BOWLING.

The team to represent the Hongkong Club against the Club Germania in the forthcoming match is as under:—Messrs. E. H. Hinde (Captain), P. W. Goldring, T. A. Hammer and T. C. Gray on the German alleys on 28th inst. and on the English alleys, 29th inst. J. Hooper, P. R. Wolf, H. Hancock and J. W. C. Bonner, English alleys 28th inst. German alleys 29th inst.

The two fours will bowl in the order named. Begin at 5 p.m. each day. Scorers:—C. H. Gale and J. A. Jupp. Umpires:—J. R. Wood and G. E. Marshall.

A USEFUL WORK.

Considering the number of places at which the Customs Inspectorate has established offices, the thousands of miles north and south and east and west over which these offices are scattered, the varieties of climate, and the peculiar conditions to which, under such different circumstances, life and health are subjected, Sir Robert Hart believes that the Customs Inspectorate, aided by its Medical Officers, can do good service in the matter of procuring information with regard to disease amongst foreigners and natives in China. In consequence the Inspector-General came to the resolution of publishing half-yearly in collected form all that may be obtainable. If carried out to the extent hoped for he thinks the scheme may prove highly useful to the medical profession both in China and at home, and to the public generally. The medical reports for the year ended 31st March, 1904, have now been published, and a copy forwarded to our office. The contents of this little volume comprise reports on the health of Chungking, Ningpo, Wenchow, Hohow, Pakhoi, Tengyueh, Wuhu, and Canton, also on the sanitary condition of Mongolia, and clinical notes on leprosy. That which more directly concerns us is Dr. E. C. Davenport's report on the health of Canton, for the fifteen months ended 31st March, 1904. There is one important point in the report that should not be overlooked. He tells us that the increased number of cases of typhoid fever, dysentery, diarrhoea, diphtheria, and septic diseases that have occurred is probably caused chiefly by the defective and insanitary drainage system. For this reason, and having in view further increase in population, a more sanitary system of drainage is urgently called for. "The drains on Shamien are," he regrets to say, "in a very defective and insanitary condition. The 'outhouses' of several 'lots' have been found to be very unhealthy and to have a very deficient accommodation for Chinese servants. Repairs and improvements are now in course of construction." With a low-lying and subsiding settlement, surrounded by a tidal river, such as Shamien is, the most suitable method of drainage seems to him to be an entirely surface system, the advantage of which, over the existing deep system, he fully sets out in his report.

COMMERCIAL.

Shanghai advices of 20th inst. state:—Business reported:—Farnham, Boyds at Tls. 157 1/2 cash, and at Tls. 156 1/2 for April. Lands at Tls. 115. Wei-hai-wei Golds at \$64, Moutrieys at \$51. Ices at Tls. 25. Telephones at Tls. 72.

Business done direct:—Indo-China at Tls. 88 for April. Farnham, Boyds at Tls. 160 for June, and at Tls. 162 1/2 for August. Langkats at Tls. 24 1/2, and at Tls. 25 1/2 for October.

To-day's Advertisements.

THE Business of Dressmaking and Millinery, hitherto carried on under the name of FLINT & CO., will from the 1st proximo be carried on in the name of and styled MRS. J. J. MILLINERY and DRESS-MAKING PARLORS, No. 4, Des Vaux Road, under the same proprietorship.

Hongkong, 26th April, 1905. [510]

NOTICE.

THE Business of Dressmaking and Millinery, hitherto carried on under the name of FLINT & CO., will from the 1st proximo be carried on in the name of and styled MRS. J. J. MILLINERY and DRESS-MAKING PARLORS, No. 4, Des Vaux Road, under the same proprietorship.

Hongkong, 26th April, 1905. [510]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship "LIGHTNING," Captain J. G. Spence, will be despatched for the above Ports, on TUESDAY, the 2nd May, at 5 P.M.

For Freight or Passage, apply to DAVID SASSOON & CO. LIMITED, Agents.

Hongkong, 26th April, 1905. [509]

To-day's Advertisements.

NORDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "ROON"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given, before 10 A.M., TO-MORROW MORNING.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 2nd May, at 9.30 A.M.

All Claims must reach us before the 8th May, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Underwriting.

NORDEUTSCHER LLOYD.

MELCHERS & Co., Agents.

Hongkong, 25th April, 1905. [5]

FROM HAMBURG, PENANG AND SINGAPORE.

THE Steamship "ELITA NOSSACK"

Captain Lassen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded, unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd May will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd May, at 3 P.M. No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 26th April, 1905. [512]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "HINDUSTAN" FROM NEW YORK.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	26th April.
GLASGOW and LIVERPOOL	"MOYUNE"	26th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.
GLASGOW and LIVERPOOL	"KINTUCK"	6th May.
GLASGOW and LIVERPOOL	"MENELAUS"	18th May.
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May.
GLASGOW and LIVERPOOL	"HECTOR"	30th May.
GLASGOW and LIVERPOOL	"HYSON"	30th May.
GLASGOW and LIVERPOOL	"PRIAM"	31st May.

S.S. "Calchas" and "Moyune" left Singapore a.m. on the 21st instant, and may be expected to arrive here on the 26th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
GENOA, MARSEILLES & L'POOL	"LAERTES"	9th May.
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May.
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June.
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	23rd June.
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	23rd June.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	31st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
TSINGTAO, CHEFOO and TIENSIN	"KAN SU"	29th April.
SHANGHAI	"WOOSUNG"	30th "
MANILA	"TEAN"	2nd May.
CEBU and ILOILO	"KAIFONG"	5th "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN"	13th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

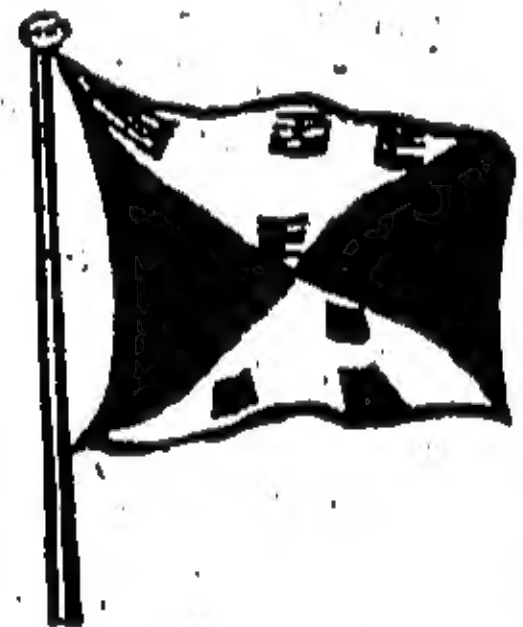
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Nottley	"	SATURDAY, 6th May, at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th April, 1905.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast.)

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship.	Tons.	Captain.	To Sail at Daylight on
"NUMANTIA"	4,370	Brahmer	27th April, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,108	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 20th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through-rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unvalued Table. Daily qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,300	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton, at 9 every evening (Saturday excepted).
Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey...\$4

Meals...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"AMARA"	FRIDAY, 28th April, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 28th April, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 26th April, 1905.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain — will be despatched for the above Ports, on or about MONDAY, the 1st May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 25th April, 1905.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 11th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENALDER"

Captain McIntosh will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORES, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms.

Orders solicited.

Hongkong, 23rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG, 1905.

Steamship	About
"SAGAMI"	20th May, 1905.
"HINDUSTAN"	6th June, "
"ERROLL"	following.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WINDFOLIA"
Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on 1st Week Days, at 8 A.M. and on Sundays at 8.30 A.M. Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES.—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

Every Sunday will be an Excursion, at the following rates:—1st and 2nd Class, Single Ticket, \$1; Return, \$2; 3rd Class, Single, 30 cents; Return, 50 cents; Steerage, 10 cents.

TIFFIN and DINNER can be supplied either on Board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.

On Sundays, passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	"AMARA"	FRIDAY, 28th April, 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 28th April, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 5th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"SUISANG"	TUESDAY, 9th May, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.
General Managers.

Hongkong, 26th April, 1905.

Consignees.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA"

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 4 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th April, 1905.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. Himalaya and Bengal.

From Australia, ex S.S. Marmora.

From Calcutta, ex S.S. Sardula.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Cargo will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 26th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 20th April, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 26th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th April, 1905.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 27th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 24th April, 1905.

THE PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NUMANTIA"

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON,
General Agent.

Hongkong, 24th April,

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEHO."

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.
S.S. ERNEST SIMONS.....30th May.
S.S. POLYNESIAN.....13th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL."

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
6th May, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendant.

Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra.....	4,417	G. V. Williams	At. May 2
Hydra.....	3,753	Geo. Wright	May 23

1 Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shangmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.
Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings.

Hongkong, 25th April, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 10, Raffles Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying, Presses, also Automatic Cyclopedia
and Eklans Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

LATEST Pattern, Large Grand VICTOR
GRAMAPHONE, together with One
Hundred Records of all the up-to-date pieces.
Price \$350
or offer.

Apply—
"GRAMAPHONE,"
C/o Hongkong Telegraph.
Hongkong, 22nd April, 1905. [499]

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Awning, &c. A brand new 31 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings.
Hongkong, 13th April, 1905. [469]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts).
or 60s. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
CHIMNEYS,
GLOBES,
SHADES, &c.,
for

GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,

66, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [54]

To Let.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIPON TERRACE.

FLATS in MORETON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLACK PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905. [69]

TO LET.

NO. 1, STEWART TERRACE,
THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 16th March, 1904. [70]

TO LET.

A LARGE AND COMMODIOUS HOUSE

TO LET IN MACAO.

NO. 93, Street "CONSELHEIRO FERREIRA
D'ALMEIDA."

Apply to—

SANTA CASA OFFICE,
MACAO.

Macao, 20th April, 1905. [498]

Dentistry.

THE AMERICAN SYSTEM

OF

DENTISTRY.

M. H. CHAUN, D. D. S.,

37, DES VOIX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904. [67]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 2nd July, 1904. [66]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16 = \$35.46 for second half-year 1904	1 1/2 %	\$285 buyers (London £80)
National Bank of China, Limited	99,975	£7	£7	\$15,000 \$175,533 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$37
MARINE INSURANCES.								
London Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 81,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$11,192 \$36,566 \$37,445	Nil.	\$44 for year ended 30.6.1904	7 1/2 %	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,800,000 \$20,000 \$77,749 \$893,110 \$86,773 \$700,000 \$37,794	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$20,000 \$77,749 \$893,110 \$86,773 \$700,000 \$37,794	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,075 \$1,501	\$320,047	\$6 dividend & \$1 bonus for 1903	12 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$12,000 \$1,200,000	\$360,372	\$34 for 1903	11 1/2 %	\$307
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$85,439 \$250,000 \$600,000 \$158,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$100,000 \$1,300,000	\$24,160	\$1 for second half-year 1904	9 1/2 %	\$264 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16 = \$5.378	4 1/2 %	\$ 23
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 21 1/2 making Tls. 44 for 1904	8 1/2 %	Tls. 54 buyers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 43,762	Tls. 11 1/2 making Tls. 34 for 1904	5 %	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,116	£8,852	Interim of 1/- (Coupon No. 5) for 1904	5 %	21/6
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$10,000 \$15,000 \$100,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	4 1/2 %	\$37 \$28
Straits Steamship Company, Limited	5,000	\$100	\$100	\$1,000,000 \$10,000 \$1,100,000	\$21,231	\$20 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 15,000 Tls. 276,679	Tls. 6,190	Final of Tls. 12 making Tls. 34 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$223
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$85,087	\$3 for 1897	4 1/2 %	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 21 for year ending 30.9.04	4 1/2 %	Tls. 55 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000	£7,820	No. 3 of 1/6 50 cents making G. \$1 for 1904	5 1/2 %	Tls. 74 sales G \$175 sales
Oriental Consolidated Mining Company, Limited	50,000	G \$10	G \$10	none	G \$67,093	No. 12 of 1/- = 48 cents	5 1/2 %	\$4 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	£4,029	Final of Fcs. 25 making Fcs. 55 for 1903	10 1/2 %	\$490
DOCKS, WHARVES & GODOWNS.								
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$150,000 \$18,473 \$10,000 \$250,000	\$8,577	\$3.75 for 1904	10 1/2 %	\$35 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$33,500	\$29,422	Final of \$21 making \$5 for 1904	4 1/2 %	\$107
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$30,000 \$35,500	\$498,289	\$6 dividend and \$1 bonus for and half- year 1904	6 1/2 %	\$204
Howarth Erskine, Limited	12,000	\$100	\$100	\$55,500	.....	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$275 buyers
New Amoy Dock Company, Limited	6,000	\$64	\$64	\$150,000	\$489	\$12 for 1903	6 %	\$21 sellers
Riley Hargreaves & Co., Limited	2,750	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$1 bonus for 1903	5 1/2 %	\$250 buyers
Do. (Preference)	2,750	\$100	\$100	Tls. 100,000	\$40,936	\$7 dividend	5 1/2 %	\$111
S. C. Farman, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 487,710	Tls. 48,153	\$15 interim for 1904/5	8 %	Tls. 157 sales
Shanghai and Hongkew Wharf Company	30,000	Tls. 100	Tls. 100	Tls. 59,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 %	Tls. 183 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,615	\$10 for 2nd half year making \$26 for 1904	6 1/2 %	\$400 sales
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 17,500	Tls. 18 for 1904	9 1/2 %	Tls. 187 sales
LANDS, HOTELS & BUILDINGS.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	8 %	\$20 sales
Astor House Hotel, Limited (Tientsin)	3,000	Tls. 50	Tls. 50	Tls. 3,000	Tls. 805	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$10 for 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$109
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	4 1/2 %	Tls. 221 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$500,000 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12.60 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$377	\$3 for 1904	7 1/2 %	\$34 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,766	Tls. 3 final and Tls. 2 bonus making Tls. 8 for 1904	7 1/2 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 170,000	Tls. 670	Tls. 5 for 1904	10 %	Tls. 47
Tientsin Land Investment Company, Limited	7,736	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	8 %	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Final of \$1.70 making \$2.30 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	10 %	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,327	Tls. 13,629	Interim of 3 % a/c 1898 .....	.....	Tls. 40
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ..	.....	Tls. 424 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897 .....	.....	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$225 for year ending 30.6.1900 .....	.....	\$100
Philippine Company, Limited	67,500	\$10	\$10	.....	.....	First year .....	.....	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$150,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$25,000	\$2,883	Interim of 50 cents for 1904	7 1/2 %	\$13 buyers
Anglo-German-Brewing Company, Limited	4,000	\$100	\$100	none	.....	First year .....	.....	\$115 sales
Beit's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$58
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$30
Central Stores, Limited	6,000	\$15	\$15	\$20,000	.....	Final of 60 cents making \$1.80 for 1904	9 %	\$22 sellers
Do. (Founders)	123	\$15	\$15	\$20,000	\$1,502	None	6 1/2 %	\$100
Do. (New Issue)	24,000	\$15	\$15	.....	.....	Preferential of 7 per cent for 1904	6 1/2 %	\$8 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	7 1/2 %	\$13
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None .....	.....	\$84
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	9 1/2 %	\$171 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	none	Dr. Tls. 15,318	\$12 for year ending 31.7.1903 .....	.....	Tls. 25 sales
E. L. Monden, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	8 %	103 buyers
Fraser and Neave, Limited	4,000	\$60	\$50	\$112,500	\$2,706	\$5 div. and \$2 bonus for 1903	7 1/2 %	\$27 sales
Green Island Cement Company, Limited	50,000	\$10	\$10	\$400,000	\$95,054	\$3 for 1904	7 1/2 %	\$17 sales
Do. (New Issue)	50,000	\$10	\$5	\$25,000	.....	First year	70 %	\$25 sales
Hall & Holtz, Limited	50,000	\$20	\$20	\$185,000	\$7,551	Final of \$11 making \$24	7 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 2/- bonus for 1903	6 1/2 %	\$171 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	50 cents for year ending 30.4.1904	5 %	\$116 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,795	\$15 for year ending 30.11.1904	7 1/2 %	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 %	\$150 sales
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	10 %	\$124 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1903	6 %	\$355 buyers
Laue, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,581	Interim of \$5	8 %	\$135 buyers
Moliatie in Langkat, Limited (Landbouwer)	25,000	Ga. 100	Ga. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 74. paid 15.3.05	10 1/2 %	Tls. 240 buyers
Maynard and Company, Limited	3,400	\$10	\$10	none	.....	\$2 for year ended 31.10.1904	9 %	\$23
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$4,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None .....	.....	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,171	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 1/2 %	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,227	Tls. 5 for 1903	7 1/2 %	Tls. 75 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,958	Final of Tls. 8 making Tls. 14 for 1904	9 1/2 %	Tls. 150 sales
Shanghai Waterworks Company, Limited	7,200	\$20	\$20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	6 %	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	8 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None .....	.....	\$23 sales
Steam Laundry Company, Limited	3,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	.....	First year	13 1/2 %	\$44 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$55,000 \$50,000	\$84,813	\$10 for second half year 1904	13 1/2 %	\$150 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,025	\$1 div. and 35 cents bonus for half year ended 30.6.1904	6 1/2 %	\$424 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,250	Tls. 2,211	Tls. 2 for half year .....	.....	Tls. 100
United Asbestos Oriental Agency, Limited	9,500	\$10	\$47	\$20,000	\$480	Final of Tls. 4 making Tls. 8 for 1904	6 1/2 %	Tls. 125 sales
Do. (Founders)	100	\$10	\$10	.....	.....	\$50 cents for year ending 31.5.1904	10 1/2 %	\$07 buyers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$388	Interim of 50 cents for year 1901/1902	10 1/2 %	\$114 buyers